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1 August 1952

COUNTRY

East Germany

DATE DISTR

SUBJECT

### Tabulation of Electric Rail Coaches and Passenger Cars

NO. OF PAGES

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(LISTED BELOW)

DATE OF INFO.

1 March 1952

25X1X

SUPPLEMENT TO  
REPORT NO.

The following tabulations of electric rail coaches and passenger cars were obtained at the Directorate General, Railroads, Berlin:

1. Electric rail coaches (status of 1 March 1952).

Type of Cars	Operational Area	Total	Service- able	Damaged
1 Interurban cars	Berlin interurban railroad system	1,308	1,134	174
2 Storage battery rail coaches	Cottbus railroad district	28	"	28
	Erfurt railroad district	8	"	8
	Dreifald " "	7	"	7
	Dreifald " "	6	"	6
	Magdeburg " "	7	"	7
3 Electric locomotives	Dresden railroad district	2	2	"
4 Electric rail coaches	Backover Kleinbahn (Berlin railroad district)	12	11	1
	Mingenthal line (Dresden railroad district)	3	"	"
	Schleizer Kleinbahn (Erfurt railroad district)	4	"	"
	Oberweissbacher Bergbahn (Erfurt railroad district)	1	"	"
5 Electric railroad cars	Backover Kleinbahn (Berlin railroad district)	11	11	"
	Mingenthal line (Dresden railroad district)	2	"	"
	Schleizer Kleinbahn	5	"	"

Note. The equipment [redacted] is maintained and repaired at the Berlin-Schoeneweide railroad repair shop, while the other equipment is repaired at the Dessau repair shop. \*\*

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## 2. Passenger cars (status of 31 January 1952):

Type of Cars	Total	Service- able	Under Repair	Damaged
Express train coaches	682	457	127	98
Eilzug (fast train) cars	253	199	44	10
Passenger cars	6,473	5,400	894	179
Sleeping cars (Internationa- le Schlafwagengesellschaft)	38	-	-	38
Dining cars	39	-	-	39
MITROPA-type sleeping cars	11	10	1	-
MITROPA-type dining cars	13	13	-	-
Baggage cars	2,389	1,767	390	232
Cars used on the Berlin interurban railroad system	1,308	1,018	111	179
Narrow-gauge cars	852	636	118	98
Mail cars	821	656	154	11
Service cars	1,496	1,344	153	1 ***

25X1A \* ☐ Comment. According to another source, a total of 1,322 interurban cars, 1,094 of which serviceable were available on 15 July 1951.

25X1A \*\* ☐ Comment. According to documentary evidence, the Berlin-Schoeneweide railroad repair shop is responsible for the repair and maintenance of interurban cars, and the Dessau repair shop is responsible for electric rail coaches operating in the Soviet Zone of Germany outside Berlin.

25X1A \*\*\* ☐ Comment. According to documentary evidence, the following numbers of cars were available on 15 July 1951:

Express train coaches	586	of which serviceable	429
Eilzug (fast train) cars	281	"	233
Passenger cars	6,436	"	5,370
Sleeping cars	28	"	5
Dining cars	35	"	5
Service cars	1,426	"	1,301
Mail cars	594	"	566
Narrow-gauge cars	819	"	637
Baggage cars	2,215	"	1,749

*Handwritten notes:*  
 7303  
 6032  
 1,291  
 108  
 22  
 70

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